

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT (FONSI)

FOR

SR-212;Telegraph Street Environmental Assessment
PROJECT NO. STP-0212(5)0E, PIN 4409_06

PROJECT DESCRIPTION

The Utah Department of Transportation (UDOT) in cooperation with the Federal Highway Administration (FHWA) is proposing roadway improvements to an approximately 0.75-mile section of Telegraph Street (State Route 212) in Washington City, Utah. The project begins at 500 West and Telegraph Street and continues along Telegraph Street to 300 East. This entire section of Telegraph Street is currently a two-lane road, within a UDOT right-of-way (ROW) of 66 feet. The proposed improvements would improve future corridor mobility and accommodate future travel demand through the design year 2030 while providing safe and efficient connections to nearby major transportation facilities (I-15, highways, and trail systems). The selected alternative will enhance safety and mobility by providing capacity and functionality improvements, including facilities for pedestrians.

Preferred Alternative (Alternative Three-Narrow)

The project includes widening the corridor to a uniform 85-foot right-of-way, which would contain the following: two 11-foot traffic lanes in each direction and a 14-foot center turn lane or raised median; 5-foot-wide sidewalks, 4-foot-wide park strips, and 2.5-foot-wide curb and gutter on both sides of the roadway; and 2-foot-wide shoulders on both sides of the roadway.

Additional improvements designed to further meet the project purpose and need were incorporated into the selected alternative. These include the following:

- Control unsafe left turns and conflicting turns by adding raised medians at various locations throughout the project corridor (Figure 2-7 in the EA shows proposed raised median locations. Final median placement would be determined during final engineering design);
- Improve pedestrian safety by providing additional delineation between traffic and pedestrian areas with a continuous park strip;
- Increase safety by providing better and more consistent separation between motorists and roadside objects, such as trees, steep slopes, and utility poles;
- Provide a new storm water drainage system throughout the corridor.

HISTORY

In March of 2005, a Concept Report was completed for this section of Telegraph Street between 500 West and 300 East in Washington City. The Concept Report accomplished the following:

- Assessed existing conditions along the project corridor
- Conducted a preliminary environmental review

- Identified key environmental and community issues that would need to be considered as a project was developed
- Presented preliminary objectives
- Studied three alternatives to address project objectives
- Developed cost estimates for those alternatives
- Identified and recommended the level of environmental documentation a project would require
- Developed a draft public involvement plan to be used in the development of a project

The project is also listed on UDOT's Statewide Transportation Improvement Program (STIP). The Washington City transportation master plan discusses the need for capacity improvements in this corridor. The 2005 *Washington City Transportation Master Plan* listed Telegraph Street improvements in the five year category of their transportation improvement plan. UDOT has been working closely with Washington City to identify problems and develop solutions along the Telegraph Street corridor.

The FHWA has independently evaluated the information contained in the Environmental Assessment (EA), and may authorize Federal-aid funds for the project. The FHWA takes full responsibility for the EA's scope and content.

ALTERNATIVES

A variety of alternatives were examined in an attempt to meet the project's purpose and need, including:

- No Action
- Transportation System Management
- Transportation Demand Management
- Build Alternatives

A detailed description of the alternatives is included in the EA. Following is a summary of the alternatives.

No Action. The No Action alternative was not selected as the preferred alternative because it does not address safety, capacity, or functionality issues, and does not meet the project purpose and need.

Transportation System Management (TSM) and Transportation Demand Management (TDM). This alternative was not selected as the preferred alternative because it was eliminated from further consideration during the alternatives development phase of the project. Telegraph Street does not have a major transportation system at this time. This alternative did not meet the project purpose and need because it a TSM/TDM alternative alone would not improve safety, increase capacity, or provide opportunity for community enhancement.

Build Alternatives

Alternative One. This alternative consisted of constructing a five-lane, 95-foot-wide cross-section along the length of the corridor. This alternative would widen the roadway about the center line from 500 West to 200 West, from 200 West to Main Street the roadway would shift to the north, and from Main Street to 300 East the roadway would be shifted to the south. This alternative was not selected as the preferred alternative when it became apparent that it would impact more residential and business locations with relocation than any other alternative.

Alternative One-Narrow. This alternative consisted of constructing a five-lane, 85-foot-wide cross-section along the length of the corridor. This alternative had the same roadway shifts as Alternative One; however, the lanes and shoulders are designed to be narrower to decrease the total width of the roadway. This alternative was not selected as the preferred alternative because it would impact a greater number of historic properties by relocation than the preferred alternative.

Alternative Two. This alternative consisted of constructing a five-lane, 95-foot-wide cross-section along the length of the corridor. This alternative is similar to Alternative One, but would shift the new roadway south from 500 West to 200 West and then shift the roadway to the north from 200 West to 300 East. This alternative was not selected as the preferred alternative because it would require the relocation of a larger number of businesses than the preferred alternative.

Alternative Two-Narrow. This alternative consisted of constructing a five-lane, 85-foot-wide cross-section along the length of the corridor. This alternative had the same roadway shifts as Alternative Two; however, the lanes and shoulders are designed to be narrower to decrease the total width of the roadway. This alternative was not selected as the preferred alternative because it would require the relocation of an historic property that the preferred alternative would not relocate.

Alternative Four. This alternative consisted of creating a one-way couplet. Westbound traffic would travel along Telegraph Street, and eastbound traffic would travel along 100 South. A roundabout would be built at the intersection of 300 East and 100 South to facilitate the traffic flow. Telegraph Street would not be widened to five lanes. As a result of the alternative screening process, it was determined that Alternative Four, and all of the options associated with it, would not be carried forward for further analysis. Alternative Four did not meet the project purpose and need because it would not improve safety.

Alternative Four – Option A

Option A consisted of a roundabout located at 200 East and 100 South instead of 300 East and 100 South. The section of Telegraph Street from 200 East to 300 East would be designed as a four-lane road with center turn lane. This alternative was not selected as the preferred alternative for the reasons listed in Alternative Four.

Alternative Four – Option B

The option consisted of adding a traffic signal at the intersection of 300 East and 100 South instead of a roundabout. This alternative was not selected as the preferred alternative for the reasons listed in Alternative Four.

Alternative Four – Option C

This option consisted of a combination of Alternative Two-Narrow, Alternative Four, and a new feature. It proposed a one-way couplet that would use Telegraph Street and 100 South, but would not require the construction of a new road section from Telegraph to 100 South across Mill Creek. Instead, the one-way couplet would start at 200 West. 200 West would remain a two-way street; however, there would be two lanes for southbound traffic and one lane for northbound traffic. This alternative was not selected as the preferred alternative for the reasons listed in Alternative Four.

100 North Alternative. This alternative was eliminated from further consideration for several reasons: 100 North is not currently a through street from 500 West to 300 East, it would require a new crossing of Mill Creek, potential relocation of City Hall, and numerous impacts to residences.

Alternative Three-Narrow. The Preferred Alternative, as described on Page 1 of this FONSI, includes widening and making improvements to Telegraph Street from 500 West to 300 East.

PROJECT IMPACTS AND MITIGATION

Possible adverse impacts associated with the selected alternative were identified in the following areas: Land Use, Community Character and Community Cohesion, Relocations and Acquisitions, Bicycle and Pedestrian Facilities, Air Quality, Noise, Water Resources, Wildlife, Vegetation, Cultural Resources, and Visual Resources.

Land Use (Section 3.1 of EA)

The selected alternative will result in the acquisition of approximately 1.66 acres of commercial and residential lands to use as highway right-of-way.

Mitigation Measures

Mitigation for land use impacts is compensation for the purchase of property (see Social Impacts for further detail). Coordination with Washington City will continue as part of the design process and through construction. Design preferences, such as aesthetic treatments within the median and park strip areas, will be considered and incorporated to a reasonable extent (i.e., those that do not compromise safety). Additional local funding may be required to implement preferences that are considered betterments.

Farmland (Section 3.2 of EA)

There is no farmland with the project area

Mitigation Measures

None necessary

Social Impacts (Section 3.3 of EA)

Community Character and Community Cohesion (Section 3.3.1 of EA)

Telegraph Street, between 500 West and 300 East is currently a 2-lane road and does not serve to divide the community to a great extent. School children and local residents walking or driving to schools or businesses will cross Telegraph Street regularly. Also, Nisson Park and Veteran's Park are areas along Telegraph Street that are used as community gathering locations. Widening Telegraph Street to 5-lanes within the project area may act as a divisive feature in the project area.

Mitigation Measures

Since the elementary school is located on the north side of Telegraph Street within the project area, pedestrian facilities will be incorporated into the design. This will include wider sidewalks, crosswalks, and possibly crossing signals. Raised medians at the intersections will provide a haven to those crossing the roadway.

Medians are planned in certain locations as a safety measure, to reduce accidents resulting from left turns and U-turns at intersections and from conflicting mid-block left turns. Median placement will be coordinated with the local planning and engineering departments during final design to determine appropriate access points so as not to inhibit future development and to reduce impacts to existing businesses and residences.

Relocations and Acquisitions (Section 3.3.2 of EA)

Three properties will need to be acquired for construction of the selected alternative. None of these properties are historic properties eligible for listing on the National Register of Historic Places. One property is residential and two properties are commercial businesses. In addition, approximately 1.66 acres of land will be acquired as strip takes at various locations along the corridor. The strip takes would impact 45 properties, with property taken ranging from 55 square feet to approximately 7,800 square feet (0.18 acres).

Mitigation Measures

Property acquisitions, both partial and total, will be in accordance with federal guidelines and UDOT policies that include fair compensation measures for property owners. If property remaining after a partial property purchase suffers a loss in value, damages will be paid. UDOT will comply with Title VI of the Civil Rights Act of 1964 and the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970, as amended.

Public Facilities, Services, Utilities (Sections 3.3.3 and 3.21.1 of EA)

Overhead power lines and other utilities may need to be moved during construction. The Post Office would be directly impacted because the construction would require 0.04 acres of ROW from the property to construct the wider roadway. The building would not be impacted. There would be minor ROW acquisition required from the Washington Museum, which would not impact any buildings. Telegraph Street over Mill Creek, will be temporarily closed during the construction of the bridge; the estimated closure time will be one entire construction season. This will cause temporary traffic congestion in the areas and an increase in traffic along alternative routes.

Mitigation Measures

During construction and maintenance of the facility, UDOT will coordinate with public entities to minimize disruptions, delays, and negative effects on emergency response time. Coordination will involve school districts, police and fire departments, water and sewer districts, telephone and cable companies, and other public service providers that may be affected by the action.

Public notification of temporary road closures or service disruptions through signing and direct mail will also be implemented.

Improved pedestrian accommodations will include:

- safety and comfort of pedestrians
- Medians to separate traffic and eliminate left turns at several unsignalized intersections, improving safety for pedestrian crossings
- Crossing improvements at unsignalized intersections, including pavement markings, traffic control (demand signals, flags, etc.), and a median that could provide pedestrian refuge. Tree planting strips to separate sidewalks from the roadway for added safety and comfort of pedestrians will be coordinated with Washington City.

Recreation Resources

The selected alternative will require 0.15 acres of ROW from Nisson Park and 0.007 acres of ROW from Veteran's Park. None of the acquisition will impact the use of the parks.

Mitigation Measures

For all of the Build alternatives, the public will be adequately notified of any impacts to recreational facilities. Measures will be taken to minimize the noise or temporary access closures due to construction activities. The public will be notified of any temporary closures of park accesses due to construction activities.

Environmental Justice (Section 3.3.5 of EA)

No EJ population will be disproportionately impacted by the selected alternative.

Mitigation Measures

None necessary

Economics (Section 3.4 of EA)

Two businesses are displaced for construction of the selected alternative. Median placement and treatments could slightly alter how patrons access individual businesses and business access points may be consolidated. During construction, patrons may have a more difficult time getting to and from businesses because of restricted lanes of travel, reduced speed limits, and moderate delays.

Mitigation Measures

Property acquisition will be obtained according to Federal guidelines and UDOT policies that include fair compensation measures for property owners. UDOT will comply with Title VI of the Civil Rights Act of 1964 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. In some circumstances, property owners may request an advance purchase if it can be shown that the owner will suffer a hardship if the land purchase is delayed until after the project has been formally approved.

As a safety measure, barrier-type medians are planned in certain locations to reduce accidents resulting from left turns and U-turns at intersections and from conflicting mid-block left turns. Median placement will be coordinated with the local planning and engineering departments to determine appropriate access points so as not to inhibit future development and to reduce impacts to existing businesses and residences.

Access to businesses along Telegraph Street will remain open during construction of any of the Build alternatives.

Bicycle and Pedestrian Facilities (Section 3.5 of EA)

Constructing of continuous sidewalks the entire length of the project area, will result in beneficial impacts for pedestrians and bicyclist (who may use the sidewalk through the project area). However, a widened roadway will take more time to cross than current conditions. No specific bicycle facilities are planned for the project corridor, the narrow shoulders will create unsafe conditions for bicyclist.

Mitigation Measures

Because the wider roadway will require more time to cross on foot, the traffic signals at all signalized intersections will be timed to allow more pedestrian crossing time than they presently allow. Bicyclist will be encouraged to use alternative routes.

Air Quality (Sections 3.6 and 3.21.7 of the EA)

No long-term air quality impacts are expected due to the selected alternative. Temporary construction impacts could include fugitive dust in the project area.

Mitigation Measures

A dust control plan will be submitted to the Utah Department of Air Quality prior to the construction phase of the project. The following Best Management Practices are recommended during the construction:

- Wetting stockpiles as needed to decrease fugitive dust
- Using chemical dust suppressants
- Minimizing the amount of disturbed surface
- Avoiding construction on windy days
- Using street sweepers and water spray
- Ensuring all construction equipment is in proper working order
- Ensuring construction zones are closed to the general public

Noise (Sections 3.7 and 3.21.4 of the EA)

Under the selected alternative, as in the existing condition, numerous receptors (homes or businesses) adjacent to Telegraph Street from 500 West to 300 East will equal or exceed the Noise Abatement Criteria categories B and C for residential or commercial uses. Continuous noise barriers were considered at the following locations:

- Apartment buildings south of Telegraph Street between 200 West and 100 West
- Residences on southwest corner of Telegraph Street and 100 East
- Residences south of Telegraph Street between 100 East and 200 East

Construction noise impacts will occur, but will be temporary. Construction noise impacts will be minimized by strict adherence to UDOT Standard Specification 01355, Part 1.8.

Mitigation Measures

According to the American Association of State Highway and Transportation Officials (AASHTO) standards, in order for a vehicle to safely turn right from a stop condition, it will need 385 feet of unobstructed view. The placement of noise barriers at any of the three locations listed above will prevent this. Therefore, noise barriers are considered not feasible.

Construction noise impacts will be minimized by strict adherence to UDOT standard procedures for road construction (UDOT Specification 01355 Part 1.7).

Geology, Soils, and Topography (Section 3.8 of EA)

No natural landforms will be directly impacted by the selected alternative. There may be erosion of the banks along Mill Creek from bridge construction. Erosion of the Mill Creek drainage could increase because of the increased runoff from the wider road.

Mitigation Measures

Mitigation measures will include the following:

- Develop Best Management Practices for erosion control, salinity management, and groundwater protection
- Strengthening the existing slopes along Mill Creek
- Reinforce new or improved outfalls to Mill Creek

Floodplains (Section 3.9 of EA)

There are no expected impacts to floodplains from the selected alternative; however, runoff will likely increase into Mill Creek from the wider roadway.

Mitigation Measures

Mitigation measures will include:

- Collecting and treating runoff from the widened roadway prior to its discharge into the floodplain (see Water Quality, Section 3.10 of EA)
- Improving habitat values and functions through management and rehabilitation of any plant communities disturbed during construction (see Wildlife, Section 3.14 of EA)
- Providing additional design features, such as steeper side slopes, guardrails, and wingwalls

Water Quality (Sections 3.10 and 3.21.2 of EA)

With the selected alternative, there will be additional storm water runoff due to the additional paved area. Water quality is not expected to decrease; however, there could be long-term direct impacts from oil and grease migration into Mill Creek, sediment loading in Mill Creek, and spills of various contaminants on Telegraph Street that could migrate to Mill Creek. Washington City will be accepting responsibility for the facilities upon completion of the project and would consequently be responsible for the post-construction permitting of discharge to Mill Creek through either its existing system or a separate project-specific facility.

Mitigation Measures

Mitigation Measures during construction will include:

- Implementation of a Storm Water Pollution Prevention Plan that reduces sediment production and addresses all state and federal requirements
- Implementation of the Utah Pollutant Discharge Elimination System (UPDES) Permit that will include construction of erosion and sediment control features such as fiber mats, silt fences, and/or sediment barriers
- Implementation of the Utah Stream Alteration Permit
- Construction of sediment pits
- Work in the immediate vicinity of Mill Creek will be limited to periods of low flow to reduce water quality impacts
- Revegetation of exposed soil to help minimize erosion and the establishment of invasive weed species to disturbed areas
- Coordination with the City based on information in the Washington City Stormwater Master Plan

Permanent Best Management Practices will include:

- Sumps with elevated outlets to trap sediment, roadway spills, oils, and grease
- Bridge catch basins with limited sediment traps and oil-water separation

Wild and Scenic Rivers (Section 3.11 of EA)

The only flowing water within the project area is Mill Creek, which is not listed as a wild and scenic river.

Mitigation Measures

None necessary

Wetlands and Water Bodies (Sections 3.12 and 3.13 of EA)

Approximately 390 square feet (0.0089 acres) of existing wetlands will be permanently impacted by the selected alternative and 0.0037 acres of existing wetlands will be temporarily impacted. There will be no permanent impacts to other water bodies. These impacts would occur from cut and fill activities along Mill Creek.

Mitigation Measures

All impacted wetlands will be mitigated in accordance with current UDOT, FHWA, and U.S. Army Corps of Engineers (USACE) wetland mitigation policy and the conditions of the §404 Nationwide Permit. All mitigation plans will be developed in coordination with USACE and other appropriate agencies during the §404 permitting process. The wetlands impacted by the selected alternative will likely be mitigated on-site at Mill Creek. Compensatory mitigation will include the enhancement of wetland functions along Mill

Creek by implementing one or more of the following (as approved by the Corps, FHWA, and UDOT and outlined in the permit):

- Planting native trees and shrubs
- Performing non-native species control/removal
- Restoring small wetland and/or riparian areas previously impacted
- Remove litter, broken concrete, car tires, etc. from Mill Creek

During construction the following mitigation measures will be employed to minimize adverse impacts to wetlands:

- Unnecessary temporary impacts will be avoided by fencing the limits of disturbance through wetland areas prior to construction
- Best Management Practices will be used during all phases of construction to reduce impacts from sedimentation and erosion, including the use of berms, brush barriers, check dams, erosion control blankets, filter strips, fiber roll, sediment basins, silt fences, straw-bale barriers, surface roughening, and/or diversion channels
- No equipment staging or storage of construction materials will occur within 50 feet of wetlands or other water features
- The use of chemicals – such as soil stabilizers, dust inhibitors, and fertilizers – within 50 feet of wetland and other water features will be prohibited
- Equipment will be refueled in designated contained areas at least 50 feet away from wetlands and other water features
- Where practicable, work will be performed during low flow or dry periods; if flowing water is present, it will be diverted around active construction areas
- Any wetland areas used for construction access will be covered with a layer of geotextile, straw, and soil prior to use
- Any new bridge over Mill Creek will be designed to prevent any direct discharge of stormwater runoff into the creek
- All temporarily impacted wetlands will be restored to their preconstruction conditions

Wildlife – Including Threatened and Endangered Species (Sections 3.14 and 3.15 of EA)

Less than 0.01 acres of wetlands and approximately 0.05 acres of riparian and woodland area will be permanently eliminated or disturbed due to the selected alternative. The other habitats in the project study area consist of developed lands that may provide marginal habitat for various species but are generally of low quality. Some wildlife habitat may be fragmented resulting in the displacement of wildlife.

Mitigation Measures

The following mitigation measures will be implemented to minimize impacts to wildlife:

- A revegetation plan will be developed for areas that will be temporarily disturbed during construction. The plan will address selection of appropriate plant species,

soil preparation, seeding rates, and seeding methods. The revegetation plan will be reviewed by the UDOT Landscape Architect and UDWR

- All areas temporarily disturbed during construction will be seeded or planted with native grasses, forbs, shrubs, and trees per the revegetation plan. Seeding will occur in the appropriate season; temporary seeding or mulching may also be required. All areas to be reseeded will be disked or tilled prior to planting and/or seeding.
- Areas of riparian woodland removed for construction will be replaced or enhanced with an equivalent acreage. Habitat replacement or enhancement will consist of planting native trees and shrubs, controlling noxious weeds, or seeding of native species. Habitat enhancement will be accomplished within the study area, ideally along Mill Creek.
- Removal of riparian woodland vegetation will be avoided where possible. Removal of trees in areas of temporary disturbance will be minimized.
- During construction, vehicle operation will be restricted to the designated construction area, which will be fenced or clearly flagged. Construction limits will be fenced with silt-type fencing where adjacent to sensitive habitats, such as riparian woodland or wetland habitats.
- Noxious weeds will be controlled during construction and operation in compliance with State and County requirements and UDOT policy.
- Best Management Practices will be used during all phases of construction to reduce impacts from sedimentation and erosion, including the use of berms, erosion control blankets, sandbag barriers, mulch and mulch tackifier, silt fences, and/or straw-bale barriers.

The following mitigation measures will be implemented during the design and construction of the bridge to minimize impacts to wildlife:

- The bridge will be designed so that wildlife are provided adequate crossing space on each side of Mill Creek. Shrubs and grasses will be planted at the entrances and underneath the bridge, as appropriate, to provide small animals cover when entering or passing through the bridge.
- Bridge lighting will be placed so that birds will not become trapped

The following mitigation measures will be implemented to minimize impacts to migratory birds:

- Tree and shrub removal will occur during the non-nesting season (August 1 to April 1).
- Removal of or construction on the existing bridge will be avoided between May 15 and July 31 as to not disturb swallow nests and young. If construction must occur during this period, existing nests must be removed prior to April 1 and:
 - A non-toxic sticky gel (provided by Bird-X) will be applied to prevent birds from nesting (remove gel residue upon completion of construction), or;

- A plastic tarp will be suspended over areas used for nesting to deter swallows from nesting under bridges during construction, or;
- A polyethylene netting of appropriate size to prevent swallows from accessing the nest sites will be installed (remove after construction is completed).

Raptors respond differently to disturbance based on species, individual tolerance, nesting cycle, topography, and vegetative cover, as well as the type, frequency, and duration of disturbance (U.S. Fish and Wildlife Service, 2002). To minimize adverse impacts to nesting raptors in the study area:

- Raptor nest surveys will be conducted prior to construction activity if the construction activity would occur during the breeding/nesting season (April 1 to August 1). Surveys should consist of two observations. The first survey would occur in the beginning of the nesting season, before trees leaf out (between March 15 and April 15, depending on seasonal variations), to identify locations of existing or active raptor nests within or near the construction area. The second survey would be conducted after nesting has begun (generally May 15 to June 1) to determine which nests are actively used and by which species.
- If an active nest is found, the U.S. Fish and Wildlife Service (USFWS) and/or UDWR biologists will be consulted to determine specific no-work buffer distances and durations based on species and site characteristics.

The following mitigation measures will be used to protect Threatened and Endangered Species:

- No vegetation will be cleared along Mill Creek between April 1 and October 31 unless presence/absence surveys are conducted for the southwestern willow flycatcher and western yellow-billed cuckoo.
- Areas of riparian and wetland habitat removed for construction will be replaced or enhanced at an equivalent acreage to compensate for the effects of habitat loss. Habitat replacement or enhancement will consist of planting of native trees and shrubs, controlling noxious weeds, or seeding native species in the vicinity of the project study area. Habitat enhancement will be accomplished within the study area, ideally along Mill Creek.
- During construction, vehicle operation will be restricted to the designated construction area, which will be fenced or clearly flagged. Construction limits will be fenced with silt-type fencing where adjacent to sensitive habitats, such as riparian woodland or wetland habitats.
- If any toads are observed during construction, they will be removed (by hand) and placed along the Mill Creek corridor outside the work area.
- Best Management Practices will be used during all phases of construction to reduce impacts from sedimentation and erosion, including the use of berms, brush barriers, check dams, erosion control blankets, filter strips,

sandbag barriers, sediment basins, silt fences, straw-bale barriers, surface roughening, and/or diversion channels.

- See other mitigation measures listed in Section 3.12.4 for wetland mitigation.

Invasive Species (Sections 3.16 and 3.21.3 of EA)

Five species of State and County listed Noxious Weeds were identified within the project area. Further invasion of these species could be facilitated by roadway construction.

Mitigation Measures

In order to minimize the spread of noxious weeds in the work area, provisions of UDOT Construction Special Provision 02924S, Invasive Weed Control, would be followed. The following mitigation measures will be implemented:

- All noxious weeds will be verified and located in the work area. If assistance is needed for identification, the County weed control supervisor or UDOT's region landscape architect will be contacted.
- All existing noxious weed populations will be treated 10 days before starting earthwork operations
- Noxious weed populations identified before and during construction will be controlled using pre-emergent, selective, and non-selective herbicides, as listed in UDOT Special Provision Section 02924S Invasive Weed Control.
- High-pressure water blasting or steam-cleaning methods will be used to clean all earthmoving construction equipment (scrapers, bulldozers, excavators, backhoes, trenchers) of dirt, mud, and seed residue before initially entering the project area.
- If borrow material is used for any part of the proposed project, the Contractor will certify that the material is free of noxious weeds. If the borrow is stockpiled, it will be stabilized and remain weed-free for the duration.
- Staging areas will not be allowed in weed-infested areas unless the staging area is pre-treated using integrated management.

Historical and Archeological Resources (Section 3.17 of EA)

Construction of the selected alternative will result in an "adverse effect" to one historic bridge, the Mill Creek Bridge.

Mitigation Measures

Mitigation measures for the impacts of the selected alternative have been determined in consultation with SHPO, Utah Heritage Foundation, Washington City, and other interested parties. The Mill Creek Bridge is the only historic property which will be adversely impacted by the Preferred Alternative. The mitigation measures are detailed in a Memorandum of Agreement (MOA) that is included in **Appendix D** of the EA.

Mitigation measures include:

- Preparing an Intensive Level Survey (ILS) for the Mill Creek Bridge.
- Photographing the bridge to document the general arrangement and exterior details.

- Preparing and submitting one complete set of engineering drawings (as-built plans), if available. A copy of the proposed roadway and bridge cross sections will also be submitted.
- Designing the bridge aesthetics to be consistent with the historic theme of the surrounding area.
- FHWA/UDOT Continuing consultation with SHPO and Washington City concerning bridge aesthetics and will also invite those parties to participate in preliminary aesthetic design discussions and review for the replacement bridge.
- Submitting all materials to the Utah Division of State History, Preservation Section, to be placed on file.

During construction, if any previously unknown cultural resources are encountered, construction will cease, and materials will be evaluated in accordance with UDOT Standard Specification 01355, Part 1.13, Discovery of Historical, Archaeological, or Paleontological Objects, Features, Sites, Human Remains, or Migratory Avian Species.

Hazardous Waste (Sections 3.18 and 3.21.5 of EA)

The selected alternative would not require the relocation of any of the buildings/properties associated with Underground Storage Tanks (USTs) or Leaking Underground Storage Tanks (LUSTs). Contamination would be encountered during construction activities from an unknown source.

Mitigation Measures

Before any construction begins, an accurate location for all of the USTs and LUSTs along Telegraph Street will be attained. By doing this, it would be clear whether or not special precautions need to be taken when building near any of these underground tanks.

If petroleum contamination was encountered during construction, mitigation will be in accordance with UDOT Standard Specification 01355, Environmental Protection, which directs the contractor to stop work and notify the project engineer of the discovery. Disposition of the hazardous material will take place under guidelines set by the Utah Department of Environmental Quality (UDEQ).

Visual Resources (Section 3.19 of EA)

The selected alternative will result in a more visually prominent, widened roadway. This will be compatible with the other developed portions of the corridor.

Mitigation Measures

Principles of Context Sensitive Solutions have been examined to determine if special design considerations need to be evaluated to avoid visual impacts. Since Washington City desires the Historic Downtown area to be a pedestrian-oriented area, park strips with landscaping would be added between the sidewalk and the new widened road. This would reduce pedestrians' feeling of traveling on a major thoroughfare and would provide an aesthetically pleasing walkway to draw their attention away from traffic.

Other mitigation measures will include:

- Proper maintenance (coordinated by UDOT, Washington City, and the community) to avoid landscapes or structures becoming "eyesores" resulting from neglect
- Preservation of elements of Historic Downtown through context-sensitive design
- Architectural treatment considerations for the bridge and walls (i.e. form liners, stains, cut stone facades, etc.)

Energy (Section 3.20 of EA)

The selected alternative will likely cause a net increase in energy consumption in the long-term. And there would be direct increases in energy consumption during construction.

Mitigation Measures

The following list provides the mitigation measures that will be followed to ensure that energy use will not be unreasonable:

- The primary contractor will be responsible to ensure that all construction equipment is properly tuned and maintained.
- Idle time will be minimized to 10 minutes or less, saving fuel and reducing emissions.
- Existing power sources will be used where possible.

Cumulative Effects (Section 3.22 of EA)

The evaluation of potential cumulative impacts resulting from the project was conducted on: Land Use, Social Impacts, Economic Conditions, Air Quality, Noise, Floodplains, Water Quality, Wetlands, Water Bodies, Wildlife, Threatened and Endangered Species, and Historic and Archaeological Resources.

Mitigation Measures

Based on context and intensity of development in the project area as described in the EA, the proposed action will have no significant cumulative impacts on the resources described. No further mitigation is necessary.

Section 4(f) Evaluation (Chapter 4)

Section 4(f) for the selection alternative applies to ten historic properties or parks. The project results in physical impact and removal of the historic bridge over Mill Creek. FHWA finds that the selected alternative would result in the *de minimis* impacts for nine other properties.

Mitigation Measures

The public will be adequately notified prior to any changes in access to any of the affected recreational facilities. Measures will be taken to minimize the noise or temporary closures of the selected alternative. Mitigation measures for the impacts of the selected alternative have been determined in consultation with SHPO, Utah Heritage Foundation, Washington City, and other interested parties. The Mill Creek Bridge is the only Section 4(f) property which will be adversely impacted by the Preferred Alternative. The mitigation measures are detailed in a Memorandum of Agreement (MOA) that is included in **Appendix D** of the EA. The mitigation measures listed in the MOA include:

- Preparing an Intensive Level Survey (ILS) for the Mill Creek Bridge.
- Photographing the bridge to document the general arrangement and exterior details.
- Preparing and submitting one complete set of engineering drawings (as-built plans), if available. A copy of the proposed roadway and bridge cross sections will also be submitted.
- Designing the bridge aesthetics to be consistent with the historic theme of the surrounding area.
- FHWA/UDOT Continuing consultation with SHPO and Washington City concerning bridge aesthetics and will also invite those parties to participate in preliminary aesthetic design discussions and review for the replacement bridge.
- Submitting all materials to the Utah Division of State History, Preservation Section, to be placed on file.

A Programmatic Section 4(f) for the bridge has been completed and is included in **Appendix E** of the EA.

COORDINATION

Consultation with agencies and other interested parties has been conducted throughout the NEPA process using meetings, letters, phone calls, and/or email discussions. The following table summarizes the primary meetings that have been held.

Agency and Public Participation Correspondence and Meetings

Date	Meeting Type
February 23, 2006	Agency Scoping Letters
January 5, 2006	Public and Agency Scoping Meeting – Open House #1
March 9, 2006	Stakeholder Meeting #1
May 11, 2006	Stakeholder Meeting #2
June 1, 2006	Public Open House #2
July 26, 2006	Stake Holder Meeting #3
December 18, 2007	Public Hearing

Agencies and other interested parties contacted about this project include (but are not limited to) the general public; property owners; businesses; local communities; and representatives from FHWA, U.S. Army Corp of Engineers (USACE), U.S. Fish and Wildlife Service (USFWS), U.S. Department of Agriculture, Environmental Protection Agency (EPA), Native American Tribes, Utah Department of Natural Resources (UDNR), Utah Department of Environmental Quality, Washington County, and Washington City.

Primary written consultation between federal, state, and local agencies, and other interested parties is included in the EA (**Appendix G**). There were no agencies comments received on the Draft EA. Comments received at the public hearing (held December 18, 2007) and during the comment period have been addressed in **Appendix G** of the EA.

FINDING OF NO SIGNIFICANT IMPACT REQUIREMENTS:

23 Code of Federal Regulations 771.111(f) requires evaluation of the following in a FONSI:

- The project must connect logical termini and be of sufficient length to address environmental matters on a broad scope.
- The project must have independent utility or independent significance.
- The project must not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Logical Termini

The logical termini of the proposed action are 500 West and 300 East along Telegraph Street in Washington City. These are the logical termini because Telegraph Street outside of this area is already a five-lane roadway consisting of four travel lanes and a center turn lane. The roadway outside of the proposed project limits already meets the Purpose and Need of this proposed project.

Independent Utility

The project does not depend on the construction of other roadway or facilities. The project would provide independent utility and independent significance by constructing a wider roadway and new bridge that would allow Telegraph Street to continue to serve the Washington City area.

Other Transportation Projects

As proposed, the project would not affect Washington City or Washington County from implementing other transportation projects.

CONCLUDING STATEMENT

This project is needed to address safety and mobility by providing capacity and functionality improvements, improves safety throughout the project corridor, and would meet current structural design standards for Mill Creek Bridge. The project would also meet the existing and projected travel demand through the design year 2030, provide continuity with the existing five-lane sections at either end of the project limits, and facilitate movement of pedestrian traffic along Telegraph Street.

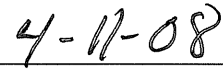
FHWA has determined that there has been proper consideration of avoidance alternative to environmentally sensitive areas. Proper mitigation where avoidance is not practical has been provided for impacts resulting from the selected Preferred Alternative.

DETERMINATION

The FHWA has determined that the Preferred Alternative, as presented in the EA as a Build Alternative and described above, will have no significant impact on the human and natural environment. This FONSI is based on the attached EA and Section 4(f) Evaluation, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope and content of the attached EA and Section 4(f) Evaluation.



For Federal Highway Administration



Date

FEDERAL HIGHWAY ADMINISTRATION – UTAH DIVISION
PROGRAMMATIC SECTION 4(f) DETERMINATION AND APPROVAL
UNDER THE NATIONWIDE PROGRAMMATIC 4(f) EVALUATION
AND APPROVAL FOR FHWA PROJECTS THAT NECESSITATE
THE USE OF HISTORIC BRIDGES
(JULY 5, 1983)

Project #

STP-0212(5)0E

Description/Location of Historic Property

SR 212 Bridge over Mill Creek, approximately 375 West Telegraph Street,
Washington City, Utah, UDOT Structure No. OD 416

Consult the Nationwide Section 4(f) Evaluation as it relates to the following items. Complete all items. Any response with an * requires additional information prior to approval. Attach any information. This determination will be attached to the applicable NEPA document.

APPLICABILITY

- | | | |
|----|--|-----|
| 1. | Will the bridge be replaced and/or rehabilitated with Federal Funds? | Yes |
| 2. | Will the project require the "use" of a historic bridge which is on or eligible for listing on the National Register of Historic Places? | Yes |
| 3. | Will the project impair the historic integrity of the bridge either by demolition or rehabilitation? | Yes |
| 4. | Has the bridge been determined to be a National Historic Landmark? | No |

ALTERNATIVES CONSIDERED

Consult the Nationwide Programmatic Section 4(f) Evaluation for the generic reasons that might be addressed. The evaluation of alternatives for the subject project, however, must quantify those reasons as applicable and be supported by circumstances of the project. **All of the following alternatives must be evaluated.**

- | | | |
|----|---|-----|
| 1. | The "Do Nothing" alternative has been studied and it has been determined for reasons of maintenance and safety not to be feasible and prudent. | Yes |
| 2. | The build on a "New Location" without using the old bridge alternative has been studied and it has been determined for reasons of terrain, and/or adverse social, economic or environmental effects, and/or engineering and economy, and/or preservation of the old bridge, not to be feasible and prudent. | Yes |
| 3. | Rehabilitation of the existing bridge without affecting the historic integrity of the bridge has been studied and it has been determined for reasons of structural deficiency and/or geometrics that rehabilitation is not feasible and prudent | Yes |
-

MEASURES TO MINIMIZE HARM

The following must include all possible planning to minimize harm.

- | | | |
|----|---|-----|
| 1. | For bridges that are to be rehabilitated, the historic integrity of the bridge is preserved to the greatest extent possible, consistent with unavoidable transportation needs, safety and load requirements.** | Yes |
| 2. | For bridges that are to be rehabilitated to the point that the historic integrity is affected or that are to be moved or demolished, the FHWA has ensured that fully adequate records are made of the bridge in accordance with the Historic American Engineering Record (HAER) or other suitable means developed through consultation. | Yes |
| 3. | For bridges that are to be replaced, the existing bridge is made available for an alternative use, provided a responsible party agrees to maintain and preserve the bridge, and/or, it has been determined that marketing the bridge is not feasible.*** | Yes |
| 4. | For bridges that are adversely affected , the FHWA, SHPO, and ACHP have reached agreement through the Section 106 process on the Measures to Minimize Harm and those measures are incorporated into the project. | Yes |

NOTES:

** This criterion and the provisions of Section 4(f) apply when it has been determined by FHWA in consultation with SHPO and ACHP through the Section 106 process that the rehabilitation work will result in an "adverse effect" on the historic integrity of the structures. When through the above consultation, it is determined the rehabilitation work will result in "no adverse effect" on the historic integrity of the structure, the provisions of Section 4(f) and the above Nationwide Programmatic Section 4(f) Evaluation do not apply.

*** This criterion will require the advertisement and marketing of the bridge in accordance with FHWA requirements. Marketing will be addressed in the Programmatic Section 4(f) Evaluation and by appropriate provisions in the Memorandum of Agreement entered into between the State or local agency, FHWA, the SHPO and the ACHP. Refer to Mr. Leather's July 22, 1987 memorandum on the applicable requirements for preservation and marketing. Copies of the advertisement and results of the marketing efforts must be furnished to FHWA prior to replacement of the historic bridge. Marketing is not required when through the Section 106 consultation process between the State or local agency, FHWA, the SHPO and the ACHP, it is determined not a feasible option.

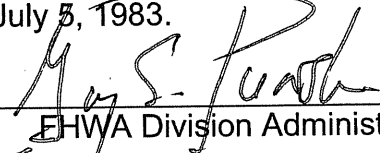
DETERMINATION AND APPROVAL

Based on the NEPA documentation/Programmatic Section 4(f) Evaluation approved by FHWA on 4-11-08 the results of the public and agency consultation and coordination as evidenced by the attachments to the Utah Department of Transportation's letter attached, the FHWA has determined that:

- The project meets the applicability criteria set forth in the Nationwide Programmatic Section 4(f) Evaluation and Approval for FHWA projects that Necessitate the Use of Historic Bridges dated July 5, 1983
- That all of the alternatives set forth in the Findings section of the above Nationwide Section 4(f) Evaluation have been fully evaluated. Based on those Findings, it is determined there is no feasible and prudent alternatives to the use of the historic bridge.
- That the project complies with the Measures to Minimize Harm Section of the above Nationwide Section 4(f) Evaluation and agreement between the FHWA, SHPO, and ACHP has been reached.

Accordingly, the FHWA approved the proposed use of the historic bridge for the construction of SR-212 under the above Nationwide Section 4(f) Evaluation issued on July 5, 1983.

Approved

for 

FHWA Division Administrator

Date